

PENNSYLVANIA

Park Operational Base Summary: The table below shows the annual park operating base for all parks within this state. Park operational base funds are supplemented by as yet undetermined amounts of project funding from regional or servicewide-managed programs, such as cyclic maintenance, the Natural Resources Preservation Program, and the Drug Enforcement Program.

If a park is in more than one state, the park is included in each of the appropriate state tables. The full operating base is shown; no attempt has been made to split the park operating base amount between two or more states.

		(dollars in thousands)				
Congress'l		FY 2003	FY 2004	FY 2005	FY 2005	
District	Park Units/Trails/Affiliated Areas	Enacted	Enacted	Uncontrol	Program	FY 2005
				Changes	Changes	Estimate
09,12	Allegheny Portage Railroad NHS	2,011	1,998	0	0	1,998
00	Appalachian NST	1,034	1,024	0	0	1,024
10,11,15	Delaware Water Gap NRA	8,141	8,003	0	0	8,003
	Middle Delaware NSR					
01	Edgar Allan Poe NHS	373	372	0	0	372
19	Eisenhower NHS	1,051	1,045	0	0	1,045
09	Flight 93 NMem	0	198	0	365	563
09	Fort Necessity NB	1,245	1,240	0	0	1,240
12	Friendship Hill NHS	406	406	0	0	406
19	Gettysburg NMP	5,195	5,174	0	188	5,362
01	Gloria Dei Church NHS	32	32	0	0	32
06,16	Hopewell Furnace NHS	1,038	1,028	0	0	1,028
01,02	Independence NHP	18,562	21,016	0	0	21,016
12	Johnstown Flood Natl Memorial	698	693	0	0	693
00	North Country NST	543	596	0	0	596
00	Potomac Heritage NST	197	216	0	0	216
10	Steamtown NHS	5,025	4,995	0	0	4,995
01	Thaddeus Kosciuszko Natl Memorial	139	138	0	0	138
10	Upper Delaware Scenic & Rec River	2,655	2,638	0	0	2,638
06,07,13	Valley Forge NHP	5,900	6,226	0	0	6,226

FY 2005 uncontrollable funding related to pay and benefits has yet to be distributed at the park level.

This table does not include programs from other appropriations such as General Management Plans, Land Acquisition, Line Item Construction, Federal Lands Highway Program, and Historic Preservation Fund State Grants. Information on the distribution of funds in these programs is outlined on the next page. There are separate sections on General Management Plans and the Trails Management Program.

PENNSYLVANIA

Flight 93 National Memorial, Pennsylvania

\$365,000 and 3.0 FTEs to Establish Operations for New Area

Funding is requested to establish operations at the newly created Flight 93 National Memorial. This catastrophic event, coupled with the high visibility, high priority and highly complex task of creating and managing a new National Park unit, has taxed the financial and personnel capabilities of the other National Park units in the Allegheny cluster, as well as the volunteer resources of the communities. During the summer months, it is not uncommon for more than 1,000 visitors to visit the temporary memorial each day; and during the winter, it is still common to see dozens of cars in the parking lot at any given hour. The funds will be used to coordinate the memorial planning process, perform initial park operational activities, collect, preserve, archive, and catalogue the thousands of artifacts being left at the temporary memorial, and train personnel to provide visitor services. Funding (\$100,000) will also be used to provide support to the Flight 93 Commission. Providing organization during this phase of the park's development would guarantee the park is managed and operated properly, resources are preserved and visitors have an enjoyable experience.

Gettysburg National Military Park, Pennsylvania

\$188,000 to Fund Increased Fixed Utility and Service Costs

Funding is requested to pay increased utility and service bills for a new sewer system and fire suppression systems. Gettysburg NMP and Eisenhower NHS have received \$6.5 million in line item funds since FY 1996 to replace failing septic systems with a new sewer system and connection to the local treatment plant and to install fire suppression systems. Funding would be applied to increased utility bills and service costs. Paying for the operations of these systems and assuring they are operating properly will aid in preserving historic structures and saving human lives in the event of a fire.

PENNSYLVANIA (NCR)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

None

SPECIAL STUDIES (See GMP section for further information)

None

LAND ACQUISITION

None

CONSTRUCTION: LINE ITEM CONSTRUCTION

None

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program reauthorization)

None

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: \$797

STATE CONSERVATION GRANTS

Proposed state apportionment: \$3,039

PENNSYLVANIA (NER)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

<u>Park Area</u>	<u>Type of Project</u>
Flight 93 NM	Potential New Start
Hopewell Furnace NHS	Ongoing Study
Valley Forge NHP	Ongoing Study

SPECIAL STUDIES (See GMP section for further information)

<u>Study Area</u>	<u>Type of Project</u>
Battle of Homestead and Carrie Furnace	Ongoing Study

LAND ACQUISITION (see attached)

<u>Park Area</u>	<u>Remarks</u>	<u>Funds</u>
Flight 93 Natl Meml	250 acres	\$2,214

CONSTRUCTION: LINE ITEM CONSTRUCTION (see attached)

<u>Park Area</u>	<u>Type of Project</u>	<u>Funds</u>
Allegheny Portage Railroad NHS	Rehabilitate Historic Trace Corridor Trail	\$861
Flight 93 NM	Construct Starter Public Facilities and Service	\$806
Independence NHP	Construct Security Fence and Screening Structure, Phase 1	\$2,000

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program reauthorization)

<u>Park Area</u>	<u>Project Title</u>	<u>Funds</u>
Allegheny Portage Railroad NHS	Rehabilitate Road	\$500
Fort Necessity NB	Rehabilitate Road	\$1,600
Johnstown Flood Natl Meml	Rehabilitate Road and Parking	\$700

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: \$797

STATE CONSERVATION GRANTS

Proposed state apportionment: \$3,039

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	600
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Historic Trace Corridor Trail		
Project No: 014873	Unit/Facility Name: Allegheny Portage Railroad National Historic Site	
Region: Northeast	Congressional District: 12	State: Pennsylvania

Project Justification

Project Description: The project is needed to provide access and interpretation of the old Allegheny Portage Railroad trace which is currently undeveloped and minimally interpreted. The funding requested for this project will provide approximately 34,000 linear feet of six-foot-wide, stabilized surface for the main interpretive trail and 1,200 linear feet of three-foot-wide trail, including drainage, one bridge, controlled access and related trail structures. The project will also provide access roads, gravel surface parking and trail staging at three locations including Foot of Ten, south side of US Route 22 at Skew Arch Bridge, and south side of old US Route 222 at Muleshoe Curve. Comfort stations with composting toilets will be built at two locations. Funding is being sought from other sources to add a hiker-biker trail on the New Portage Railroad and a pedestrian overpass at the Skew Arch Bridge. Addition of the hiker/biker trail segment will contribute to the creation of the Pittsburgh-to-Harrisburg Mainline Canal Trail (a designated Millenium Legacy Trail) -- a multi-jurisdictional trail that includes the Staple Bend Tunnel and the historic trace trail. The pedestrian overpass will be added to improve pedestrian safety at the Skew Arch Bridge. Appropriated funds would be applied to these additions if savings can be achieved in rehabilitation of the historic trace trail.

Project Need/Benefit: The park preserves the structures, inclines, landscapes of the Allegheny Portage Railroad, the railroad which lifted the canal boats over the summit of the Alleghenies (1,400 ft.) The structures preserved include 7 levels and 7 inclines, 14 culverts, one historic bridge, one occupied historic structure and numerous archeological ruins. The park is linear in nature and manages approximately 6.4 linear miles and 970 acres of parkland, and is a National Historic Landmark. Annual visitation is about 122,000 thousand visitors per year. Highest visitation is during the summer months. The interpretive division offers eight different programs during the summer that attracts over 10,000 visitors. The visitor center receives around 30,000-35,000 visitor per year. The picnic area receives about 30,000 visitors per year and access is allowed twenty-four hours per day. Visitors currently view the trace as part of ranger guided tours. The trace itself is poorly marked and in some places dangerous to visitor use without ranger escort. Interpretation of the climb from the base of the mountain to the summit is part of the park's General Management Plan. Completion of this 6.4-mile project will link key park resources with a hiking/biking trail down the east slope of the Allegheny Mountains. Development of this trail will make park resources available to visitors and provide expanded interpretive experience on the Portage Railroad. The trail will provide the park the opportunity to protect and interpret the resources on the east slope, including inclines, planes and remains of railroad structures. Completion of the project will allow the park to interpret the technology and the drama of traversing the Allegheny Ridge.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
100 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 600

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%			
Deferred Maintenance Work :	\$ 0	0	Appropriated to Date:	\$ 0	
Capital Improvement Work:	\$ 861,000	100	Requested in FY 2005 Budget:	\$ 861,000	
Total Project Estimate:	\$ 861,000	100	Planned Funding:	\$ 0	
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$ 0	
			Project Total:	\$ 861,000	
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	1 / 2006		Approval:		
			YES: NO: x		
Project Data Sheet			Prepared/Last Updated: 12/5/03		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	100
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Starter Public Facilities and Service for Flight 93 National Memorial		
Project No: 098539	Unit/Facility Name: Flight 93 National Memorial	
Region: Northeast	Congressional District: 9	State: PA

Project Justification

Project Description: This project will build initial facilities to meet the core needs of visitors to the newly designated Flight 93 National Memorial. The public law that established the memorial authorized a federal commission to be appointed by the Secretary of the Interior upon receiving recommendations from a broad-based Flight 93 task force. The commission is to submit recommendations for the planning, design, construction and long-term management of the memorial by no later than 3 years after the enactment of the Act. Consequently, completion of permanent memorial facilities is years in the future. A temporary memorial has been set up near the crash site and over 100,000 visitors a year now visit. There are immediate unmet needs related to visitor information, access, and safety. The work proposed in this project will provide for those needs in a dignified manner. Specifically, this project will provide safe vehicle access and adequate parking; automatic traffic counters in the temporary parking lot to record visitation; panels with minimal visitor orientation information; basic utility services; sanitary toilet facilities; handicapped access to the temporary memorial; a small temporary shelter with a phone to support the volunteer corps that now staffs the memorial; a small bench and temporary headstone/marker at the crash site for families of Flight 93 passengers and crew; temporary collections storage for tens of thousands artifacts left at the site; and seeding to prevent ongoing memorial site erosion.

Project Need/Benefit: It is typical for 1,000 visitors a day to visit the temporary memorial in the summer months; 200 to 500 visitors a day in the fall and spring; and up to 50 visitors a day in the dead of winter. There are two small, unmarked, dirt parking lots that can hold no more than 24 cars each and no bus drop-off or parking. Due to congestion, there is constant unsafe interaction between vehicles and pedestrians. Drainage is poor and results in damage to road and parking lot surfaces. Four portable toilets are located immediately adjacent to the temporary memorial. In the summer, the smell is overwhelming and inappropriate for the solemnity of the site. In the winter, the winds are so strong that the toilets are unusable. There is no handicapped access to the temporary memorial. A small group of dedicated volunteers are serving visitors 7 days a week; 8 hours a day, in rain, cold, heat, and snow with no shelter and no phone service in case of emergency. This is unacceptable given the high number of elderly visitors and the potential for terrorism at this site. A small temporary shelter for the volunteers, along with underground utility service, will enhance safety for these dedicated ambassadors. Minimal, unobtrusive visitor information panels and signs will improve the quality of service. At the present time, only family members are allowed down into the crash site about 1/3-mile away from the temporary memorial. The families have requested a very small stone marker or monument where they could place flowers or other personal effects when they visit what they consider to be the graves of their loved ones. A small headstone and bench for the families at the site would replace hay bales and help provide for their emotional and physical comfort until a permanent memorial is built. Finally, the Somerset Historical Society has taken on the task of collecting, cataloging, preserving, archiving and storing the artifacts that are left at the site daily. Their own operations are being heavily impacted and they are running out of room so a small temporary collections storage facility will be constructed at the Society's headquarters to house the Flight 93 collections until permanent facilities are available.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	100 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 100

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$	0
Capital Improvement Work :	\$	806,000	Requested in FY 2005 Budget:	\$	806,000
Total Component Estimate:	\$	806,000	Planned Funding:	\$	0
Class of Estimate:	C		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$ 0	
			Project Total:	\$ 806,000	
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since	
Construction Start/Award:	1 / 2005		Prepared/Last Updated:	Departmental Approval: YES:	
Project Complete:	3 / 2005		12/5/03	NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	750
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Security Fence and Screening Structure		
Project No: 085553	Unit/Facility Name: Independence National Historical Park	
Region: Northeast	Congressional District: 01	State: PA

Project Justification

Project Description: In order to restrict unauthorized pedestrian and vehicular access to Independence Square and the 1st Block of the Mall a combination of fences, gates and barriers totaling 2,943 feet in length needs to be installed. A seven foot high iron fence would be included, in some places, with brick/cement base and pillars. At other locations the fence would sit atop existing walls. Pedestrian gates will be placed between vehicle excluding devices (most likely bollards as their placement in the historic scene has been previously approved by the Service, the State Historic Preservation Office, and the City of Philadelphia). Vehicle gate and new vehicle barrier designs will need to be functional as well as esthetically appropriate. The final phase of this project will include the construction of the security screening facility.

Project Need/Benefit: The buildings on Independence Square and the Liberty Bell are located within the Icon District. These sites have traditionally been identified by terrorism experts, including the FBI, as highly potential targets. Post September 11, 2001 reviews/studies that have been approved by both the Director and Secretary have concluded that access must be limited to authorized pedestrians and vehicles only. This project reflects that direction. The fence will limit access to the Icon District of Independence National Historical Park to those entering through the established screening area. The threat from terrorist attack to the historic structures and visitors/employees will be diminished.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
50 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 750

Project Costs and Status

Project Cost Estimate:			Project Funding History:	
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	5,436,000	Requested in FY 2005 Budget:	\$ 2,000,000
Total Project Estimate:	\$	5,436,000	Planned Funding:	\$ 0
Class of Estimate:	C		Future Funding to	
Estimate Good Until:	09/30/05		Complete Project:	\$ 3,436,000
			Project Total:	\$ 5,436,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since
Construction Start/Award	1 / 2005		Prepared/Last Updated: 1/09/04	Departmental
Project Complete:	4 / 2005			Approval:
				YES: NO: x

Fiscal Year 2005 National Park Service Federal Land Acquisition Program

Program or Park Area: **Flight 93 National Memorial**

National Park Service Land Acquisition Priority (FY 2005): Priority No. 6

Location: South Central Pennsylvania

State/County/Congressional District: State of Pennsylvania/Somerset County/Congressional District No. 9 and 12

Land Acquisition Limitation Amount Remaining: There is no limitation.

Cost Detail: No estimated annual operating costs are associated with this acquisition at this time

Date	Acres	Total Amount (\$000)
FY 2005 Request	250-500	\$2,214
Future Funding Need	2,541	TBD

The total amount includes the cost of title, appraisal, environmental site assessment, acquisition, and relocation assistance.

Improvements: None

Description: On September 11, 2001, the passengers and crew of Flight 93 courageously gave their lives thwarting a planned attack on our Nation's Capital. Flight 93 National Memorial will be a permanent memorial to the heroes on that plane. On September 24, 2002 Congress passed the Flight 93 National Memorial act creating a unit of the National Park System to commemorate these courageous individuals.

Natural/Cultural Resources Associated with Proposal: Over 2,000 acres in southcentral Pennsylvania became a resting place for these victims of terror. The National Park Service, in partnership with the Flight 93 Memorial Task Force, the Flight 93 Advisory Commission, and Families of Flight 93, Inc., will acquire the land and provide a place for future generations to honor these brave men and women.

Threat: The lands which were touched by debris from the explosion of the airplane house businesses of many types, from mining to farming to scrap yards. The people and companies which own these lands have put their lives on hold, or have carefully proceeded, being mindful of the event which occurred there. They need to continue to earn a livelihood and return to normal ways of doing business.

Need: Funds in the amount of \$2,214,000 are needed to begin acquisition of the lands which will comprise the Memorial. The site which is proposed to house the Visitor's Center, and for which construction funds have been requested, is a priority. Some of the landowners have indicated a willingness to donate their properties, however much of the land will be purchased from individuals and private corporations. In addition to the cost of the land, costs for hazardous materials surveys, title, appraisal, and relocation, particularly of businesses, must be paid by the National Park Service.

Interaction with Landowners and Partners: Many landowners are eager for their land to be included in the National Memorial. There has been strong support at the local level for this effort, and there are three partner groups working with NPS on the Flight 93 National memorial.